

## Message Text

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PAGE 01 OSLO 04561 121313Z

53

ACTION EB-11

INFO OCT-01 EUR-25 EA-11 ISO-00 L-03 CAB-09 CIAE-00

COME-00 DODE-00 INR-10 NSAE-00 RSC-01 FAA-00 SAJ-01

SS-20 NSC-10 NIC-01 DRC-01 /104 W

----- 107676

R 121010Z DEC 73

FM AMEMBASSY OSLO

TO SECSTATE WASHDC 7522

INFO USLO PEKING

AMEMBASSY COPENHAGEN

AMEMBASSY HELSINKI

AMEMBASSY MOSCOW

AMEMBASSY STOCKHOLM

C O N F I D E N T I A L OSLO 4561

EO 11652: GDS

TAGS: PFOR ETRN CH UR NO

SUBJECT: PRC CIVAIR RELATIONS WITH SCANDINAVIA

REF: STATE 238743

1. EMBASSY HAS DISCUSSED PRC/SCANDINAVIA CIVIL AIR AGREEMENT WITH TORE BOEGH OF NORWEGIAN FOREIGN MINISTRY. BOEGH LED SCANDINAVIAN DELEGATION TO PEKING LAST MAY TO NEGOTIATE THE AGREEMENT. HE CONFIRMED THAT SOVIETS WERE DRAGGING THEIR HEELS ON GIVING SAS LANDING AND OVERFLIGHTS RIGHTS FOR THE SERVICE TO PEKING.

2. ACCORDING TO BOEGH SCANDINAVIAN EMBASSIES IN MOSCOW ADVISED SOVIETS IN MAY 1973 THAT AN AGREEMENT WAS BEING CONCLUDED WITH PRC WHICH WOULD INCLUDE REFERENCE TO A PREFERRED ROUTE TO PEKING VIA USSR. THE ROUTE WOULD BE COPENHAGEN, MOSCOW, IRKUTSK, PEKING. SAS WOULD HAVE PREFERRED ROUTING VIA SINKIANG, BUT AGREED TO ROUTE VIA MONGOLIA AT CHINESE INSISTENCE. BOEGH SAID PRC HAD NOT RAISED QUESTION OF SOUTHERN ROUTE FROM COPENHAGEN TO PEKING WHICH WOULD NOT CROSS USSR. OVER-CONFIDENTIAL

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PAGE 02 OSLO 04561 121313Z

FLIGHT RIGHTS ARE BEING SOUGHT FROM MONGOLIA.

3. BOEGH SAID THAT SCANDINAVIANS KNEW FROM THE START THAT SOVIETS WOULD DEMAND A QUID PRO QUO FOR LANDING AND OVERFLIGHT RIGHTS. HE BELIEVED THAT SOVIET ARGUMENT THAT SCANDINAVIANS SHOULD HAVE TALKED TO USSR BEFORE PRC IS NEGOTIATING TACTIC DESIGNED TO INCREASE PRICE FOR LANDING AND OVERFLIGHT RIGHTS. HOWEVER, SOVIETS HAVE NOT SO FAR AGREED TO NEGOTIATE WITH SCANDINAVIANS, DESPITE FREQUENT PRODDING AT HIGH LEVELS BY ALL THE SCANDINAVIAN COUNTRIES. SWEDES WILL HAVE RESPONSIBILITY FOR THESE NEGOTIATIONS. NEGOTIATIONS WERE FIRST FORMALLY REQUESTED IN JULY 1973.

5. BOEGH COMMENTED THAT SHORTLY AFTER SCANDINAVIAN/PRC CIVIL AIR AGREEMENT WAS CONCLUDED, THE USSR AND PRC ALSO REACHED AGREEMENT IN PRINCIPLE ON SERVICE BETWEEN PEKING AND MOSCOW. BOEGH EXPECTS THIS AGREEMENT WILL BE PUT IN FINAL FORM SHORTLY AND THAT SERVICE UNDER IT MAY START IN 1974 OR AS SOON AS CHINESE CAN BUILD UP THEIR CIVIL AIR FLEET. HE SPECULATES THAT THE SOVIETS MAY WISH TO CONCLUDE THIS AGREEMENT AND TO HAVE SERVICE BEGIN UNDER IT BEFORE AGREEING TO SAS SERVICE TO PEKING BY MOSCOW. HE BELIEVES THERE ARE NO POLITICAL REASONS FOR SOVIET DELAYS IN AGREEING TO NEGOTIATE ROUTE TO PEKING WITH SCANDINAVIANS.

6. BOEGH ANTICIPATES THAT SOVIETS WILL DEMAND A HIGHER SHARE OF SAS REVENUE FROM THE PROFITABLE COPENHAGEN-MOSCOW ROUTE IN RETURN FOR LANDING AND OVERFLIGHT RIGHTS TO PEKING. SAS HAD ORIGINALLY HOPED TO START SERVICE IN 1974, BUT BOEGH SAID WHOLE QUESTION OF SAS SERVICE TO PEKING DURING FUEL CRISIS WAS PROBABLY ACADEMIC NOW. BUCHANAN

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## Message Attributes

**Automatic Decaptioning:** X  
**Capture Date:** 01 JAN 1994  
**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
**Concepts:** AIRCRAFT OVERFLIGHTS, NEGOTIATIONS, AVIATION AGREEMENTS  
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**Copy:** SINGLE  
**Draft Date:** 12 DEC 1973  
**Decaption Date:** 01 JAN 1960  
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**Disposition Approved on Date:**  
**Disposition Authority:** kelleyw0  
**Disposition Case Number:** n/a  
**Disposition Comment:** 25 YEAR REVIEW  
**Disposition Date:** 28 MAY 2004  
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**Disposition History:** n/a  
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**Subject:** PRC CIVIL AIR RELATIONS WITH SCANDINAVIA  
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